

AMENDMENTS TO SPECIFICATION:

Please replace **paragraph 0001** with the following rewritten paragraph:

--This invention concerns a light aeroplane of the ultralight-class and sport plane Category, which means with a maximum take-off weight (Maximal Take-Off Weight MTOW) of 472.5kg in Europe and 590kg in the U.S.A. In Europe hitherto applied for ultralight aeroplanes, which also are denominated as ecolight aeroplanes, have a maximum take-off weight of 450kg. However, shortly this take-off weight, that means from 1. January 2004 at least in Germany and with a high probability also in Switzerland, will be elevated to 472.5 kg, in the case of a maximum allowed dry weight of the airplane of ~~297kg~~. In the of 297 kg. In the U.S.A. a new aeroplane category has already been introduced, in fact the so-called sport plane Category SPC. An aeroplane of this category may ~~show~~ have a maximum dry weight of 350kg and a maximum take-off weight MTOW of 590kg.--

Please replace **paragraph 0003** with the following rewritten paragraph:

--Ultralight or ecolight aeroplanes with this basic construction are already known. In case of the construction of each ultralight aeroplane, the observance of the legal limit weight is a very important matter in all respects. When two people, each with 80kg body weight must be taken into the air and moreover an acceptable carrying distance must be ensured by taking along approximately 20 litres of fuel, the additional load already amounts to $2 \times 80\text{kg} = 160\text{kg} + \text{approximately } 20\text{kg fuel} = \text{approximately } 180\text{kg}$, ~~thus non-refuelled~~ thus non-refueled aeroplanes, namely aeroplanes not carrying fuel, hitherto were only allowed to weigh 270kg, that was maintainable only under exhaustion of a consistent lightweight construction. Many ULs (Ultralights) have a dry weight of about ~~290 Kg or even some Kg more~~ 290 kg or even some kg more and as a consequence of this they are flown, when occupied by two people, almost permanently with a weight surplus of 20kg or more, which hitherto was simply accepted by the

legislator in many places due to a lack of consistent checks. This is not a problem for flying itself in terms of the technical side, however there are more serious insurance and legal consequences when the case involves an accident due to a weight surplus. Normal data are now also taken into account because of a rise of the maximum take-off weight of 22.5kg from 450kg to 472.5 kg and the take-off weights frequently produced are subsequently sanctioned and legalized for the future.--

Please replace **paragraph 0004** with the following rewritten paragraph:

--With the ultralight aeroplane IKARUS C42, a two-seated aeroplane is already known ~~produced by the~~ which was designed by the same aeroplane designer as the developer and constructor of ~~the presented existing the present~~ ultralight-aeroplane, ~~which set and which did set~~ new standards with respect to weight, acquisition costs and fuel consumption when it first appeared. ~~with its appearance~~. This aeroplane IKARUS C42 was already sold approximately 600 times in the many different countries and presents as a particularity a central bearer tube consisting ~~of seamless drawn aluminium, which of a seamless drawn aluminium, which~~ extends from the motor to the elevator assembly and on which—directly or indirectly—all the further parts are annexed. ~~and on which are annexed directly or indirectly all the further parts~~. This central tube gives the aeroplane an exceedingly light and stable chassis, which can absorb considerable flexural and twist forces. In front of this central tube the piston engine is annexed with the propeller, then the passenger cell as a tube-grate frame consisting of aluminium tubes, on the lower side the complete landing gear with nose-wheel, then the main wing as high-wing monoplane wing with its V-shaped bracings and finally at the back end of the tube the elevator assembly and vertical stabilizer. The control means are executed as an articulated linkage in the form of rotatable push rods and tie rods, which are housed and guided along the central tube. The outside covering of the aeroplane, thus its being body visible from the outside including the motor cladding and the doors mounted on both sides of the passenger cell consists of synthetic panels reinforced with

carbon fibres, that must not carry out any basic functions, but must serve exclusively and solely for the encapsulation of the passengers in a ~~cabin and the for maintenance~~ cabin and for maintenance of the aerodynamics, and as side effect naturally it must also determine the aesthetic appearance of the aeroplane. The motor for the IKARUS C42 is a four stroke Rotax 912 UL with a power of 58kW. With two people, a rising power of 5m/s and a flight speed of 175km/h at a power of 75% can be obtained. Thanks to its ingenious construction this aeroplane only weighs dry 260kg. With two occupants, each with a weight of 80kg, in accordance to the previous weight rule 30kg additional load capacity for fuel was permitted and in accordance with the new rule it can be up to 52.5kg. In the case of fuel ~~consumption of 10-12 L/H a respectable consumption of 10-12 litres per hour (L/H) a respectable~~ consumption of 10-12 litres per hour (L/H) a respectable theoretic distance range of approximately 430km to 525km is possible under the observance of the old limit weight of 450kg, however this distance increases with the new weight limit of 472.5kg from 750km to 920km.--

Please replace **paragraph 0007** with the following rewritten paragraph:

--At present there is no ultralight or ecolight aeroplane which comprises such a large cabin, so that for example a patient could be transported in a lying position, although a patient in a lying position weighs no more than a person in a sitting position. For this purpose, for weight reasons the cabins are have excessively small dimensions, both in terms of their width and even more so with respect to their length. Also the futuristic IKARUS C42 has a passenger cell that is ~~sufficiently large to transport essentially too~~ short to transport in it a person lying down. A larger storage space however would be required not only for patient transport, but also for other different single applications of an aeroplane economically operable in such a way. When two people wish to take a journey of several days with an ultralight aeroplane, there is hardly place in the former constructions to accommodate their baggage, even if the carrying of this luggage would be possible without problems for weight reasons. Often storage space is requested for a two-man tent, for fishing or hunting equipment, for cooking apparatuses, for provisions

and the like. In case of the known ultralight aeroplanes the space for such things is insufficient. A larger space in the cabin would also be necessary for measuring and photograph flights to accommodate the different device apparatus.--

Please replace **paragraph 0009** with the following rewritten paragraph:

--This aim is resolved by a Light aeroplane of the ultra light class and sport plane category, that means with an admitted maximum take-off weight (Maximally Take-off Weight MTOW) each of 452.5kg to 590kg according to respective regulations, comprising an engine arranged at the nose with tractor propellers and cabin cell arranged behind and being wide enough for two adjacent passenger seats, comprising a virtual flat cabin floor which does leave free an orthorhombic space over this virtual floor of at least 190cm in length, at least 45cm wide and at least 40 cm in height, whereby this space allows the reception of a person lying on a stretcher for airtransporting of said person.
~~resolved by a light aeroplane of the ultralight class and sport plan Category, that means with a maximum take-off weight (Maximal Take-Off Weight MTOW) according to prescription of 452.5kg to 590kg with an engine arranged at the nose with tractor propellers and a cabin cell arranged behind it with a width for two passenger seats arranged side by side, characterized in that the cabin is so large that a virtual plan cabin bottom is defined it, resting free over the same a orthorhombic space with a length of at least 190cm, a width of at least 45cm and a height of at least 40cm, that allows a lying person on a stretcher.--~~